



Council Minutes

March 11, 2013
10:00 a.m.

REPRESENTATIVES PRESENT

Chair, Mayor Bob Minning, City of Treasure Island
Vice Chair, Mr. Andy Núñez, Pinellas County Gubernatorial Appointee
Secretary/Treasurer, Commissioner Victor Crist, Hillsborough County
Past Chair, Commissioner Larry Bustle, Manatee County
Mayor David Archie, City of Tarpon Springs
Commissioner Nina Bandoni, City of Safety Harbor
Commissioner Ron Barnette, City of Dunedin
Vice Mayor Woody Brown, City of Largo
Council Member Bob Boss, City of Temple Terrace
Commissioner Jonathan Davis, City of Palmetto
Council Member Doreen Hock DiPolito, City of Clearwater
Commissioner Bill Dodson, City of Plant City
Commissioner Lorraine Huhn, City of St. Pete Beach
Ms. Angeleah Kinsler, Hillsborough County Gubernatorial Appointee
Councilman Bob Langford, City of New Port Richey
Commissioner Janet Long, Pinellas County
Commissioner Jack Mariano, Pasco County
Councilor Bob Matthews, City of Seminole
Council Member Wengay Newton, City of St. Petersburg
Mr. Tim Schock, Hillsborough County Gubernatorial Appointee
Ms. Barbara Sheen Todd, Pinellas County Gubernatorial Appointee
Councilwoman Jodi Wilkeson, City of Zephyrhills
Ms. Pamela Vazques, Ex-Officio, FDEP
Mr. Waddah Farah, Alt., Ex-Officio, Florida Department of Transportation
Ms. Michelle Miller, Ex-Officio, Enterprise Florida
Mr. Todd Pressman, Ex-Officio, Southwest Florida Water Management District

REPRESENTATIVES ABSENT

Commissioner Scott Black, City of Dade City
Councilman Gene Brown, City of Bradenton
Vice Mayor Sam Henderson, City of Gulfport
Council Member Janice Miller, City of Oldsmar
Councilwoman Mary Mulhern, City of Tampa
Commissioner Gail Neidinger, City of S. Pasadena
Councilman Ed Taylor, City of Pinellas Park
Ms. Kim Vance, Hillsborough County Gubernatorial Appointee
Mr. Charles Waller, Pasco County Gubernatorial Appointee

OTHERS PRESENT

Cyndi Tarapani, VP Planning, Fl. Design Consultants
Tricia Neasman, Planning Supervisor, SWFWMD

STAFF PRESENT

Mr. Manny Pumariega, Executive Director
Ms. Barrie Buenaventura, Alt., Legal Counsel
Ms. Lori Denman, Recording Secretary
Mr. Marshall Flynn, IT Director
Mr. John Jacobsen, Accounting Manager
Ms. Wren Krahl, Director of Administration/Public Information
Ms. Jessica Lunsford, Intergovernmental Service Coordinator
Mr. John Meyer, Principal Planner
Mr. Patrick O'Neil, Senior Planner
Mr. Brady Smith, Senior Planner
Mr. Avera Wynne, Planning Director

Call to Order – Chair Minning

The March 11, 2013 regular meeting of the Tampa Bay Regional Planning Council (TBRPC) was called to order at 10:02 a.m.

The Invocation was given by Mr. Tim Schock, followed by the pledge of allegiance.

Roll Call -- Recording Secretary

A quorum was present.

Voting Conflict Report -- Recording Secretary - None

Announcements: - Chair Minning

- Councilor Bob Matthews was thanked for providing refreshments.
- Ms. Barrie Buenaventura was introduced. She was serving as the alternate for Mr. Donn Conn, Legal Counsel of TBRPC.
- A reminder was provided for the 21st Annual Future of the Region Awards, March 25th at 11:45 a.m. at the Hilton Carillon Park. Those who had not RSVP'd were reminded to please do so.
- On Tuesday, March 19, 2013 at the Tampa Bay Regional Planning Council the Tampa Bay Clean Cities Coalition will hold an event. The agenda was distributed and all were invited to attend to learn more about alternatives to \$4.00 per gallon gasoline. Vehicles scheduled for display include the all-electric; plug-in electric, CNG powered light and medium duty vehicles and heavy vehicles using electric power.
- Council Meeting Recaps will be provided via email following the monthly Council meetings for use in order to assist in reporting back to respective boards and jurisdictions.

1. Approval of Minutes – Secretary/Treasurer, Commissioner Crist

The February 4, 2013 minutes were approved. (Matthews/Newton)

2. Budget Committee – Secretary/Treasurer, Commissioner Crist

- a. The Financial Report for the period ending 1/31/13 were approved. (Long/Matthews)
- b. FY 2012 Annual Audit

Mr. Scott Davis, Senior Manager with Cherry, Bekaert LLP, provided a brief report on the FY 2012 Annual Audit. TBRPC received an unqualified opinion and a no comment report for the government auditing standards which means there were no significant deficiencies or material weaknesses. There were no compliance findings. We had an excellent audit and staff was very helpful in their responses to questions and providing information needed.

The FY 2012 Annual Audit was approved. (Matthews/Langford)

Agenda Item #3.F.1., DRI #139-Tampa Technology Park West Annual Report Summary has been revised to correct an error in the rate used for conversion of office space to hotel rooms. The revised report was distributed in Council folders and is presented in strikethrough and underline format.

3. Consent Agenda – Chair Minning

A. Budget and Contractual

The County Emergency Management agencies of Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, Charlotte and Sarasota have requested the TBRPC staff provide assistance in the production and coordination of printing and distribution of the annual hurricane guide. A Request for Proposal (RFP) was advertised and posted to the TBRPC website. The proposal selected will be based on past performance and references, demonstrated capabilities and lowest cost.

Action Recommended: Authorization for the Executive Director to sign a Purchase Order for up to \$50,000 for printing and print management services of the 2013 Hurricane Guide.

Staff contact: Betti Johnson, ext. 39

B. Intergovernmental Coordination & Review (IC&R) Program

1. IC&R Review by Jurisdiction - February 2013
2. IC&R Database - February 2013

Action Recommended: None. Information Only.

Staff contact: John Meyer, ext. 29

C. DRI Development Order Reports (DOR) - None

D. DRI Development Order Amendment Reports (DOAR)

DRI # 73 - Summerfield Crossings, Hillsborough County

Action Recommended: Approve staff report.

Staff contact: John Meyer, ext. 29.

E. Notice of Proposed Change Reports (NOPC) - None

F. Annual Report Summaries (ARS) / Biennial Report Summaries (BRS)

1. DRI # 139 - Tampa Technology Park West, **RYs 2007-2012 ARS**, City of Tampa
2. DRI # 161 - University Center R/D Park, RY 2012-2013 ARS, City of Tampa
3. DRI # 197 - Gregg Business Centre, RY 2012-2013 ARS, City of Plant City
4. DRI # 239 - River Club Park of Commerce, RY 2011-2012 ARS, Manatee County
5. DRI # 243 - Mitchell Ranch Plaza, **RYs 2010-2012 BRS**, Pasco County
6. DRI # 258 - Epperson Ranch, **RYs 2011-2013 BRS**, Pasco County

Action Recommended: Approve staff reports.

Staff Contact: John Meyer, ext. 29.

G. DRI Status Report

Action Recommended: None. Information Only.

Staff contact: John Meyer, ext. 29

H. Local Government Comprehensive Plan Amendments (LGCP)

Due to statutory and contractual requirements, the following reports have been transmitted to the State Land Planning Agency and the appropriate local government in accordance with Rule 29H-1.003(3), F.A.C.

For adopted amendments that do not require Council comments, no report is attached.

1. DEO # 13-1ESR, City of Temple Terrace (proposed)
2. DEO # 13-2RWSP, City of Largo (proposed)
3. DEO # 13-1ESR, Manatee County(proposed)
4. DEO # 13-1RWSP, City of Dade City (proposed)
5. DEO # 13-1RWSP, City of New Port Richey (proposed)

Action Recommended: None. Information Only.

Staff contact: Jessica Lunsford, ext. 38

I. Local Government Comprehensive Plan Amendments (LGCP)

The following report(s) are presented for Council action: - None

J. Resolution #2013-01 Supporting April 17th, 2013 as Military Family and Community Covenant Day

The Florida League of Cities and the Florida Association of Regional Council's has asked all of Florida's cities to pass a similar resolution in support of Military Family and Community Covenant Day.

Action Recommended: Motion to Approve Resolution #2013-01

Staff Contact: Wren Krahl, ext. 22

Motion to approve the Consent Agenda (Todd/Archie)

4. Item(s) Removed from Consent Agenda and Addendum Item(s) - None

5. Review Item(s) or Any Other Item(s) for Discussion - None

Taken out of order:

7. Council Members' Comments

Miami Intermodal Center (MIC) and Port of Miami

Councilman Wengay Newton provided an overview of his visit to the Miami Intermodal Center and Port of Miami Tunnel. The tour was hosted by House Transportation Committee Chairman, Representative John Mica on October 23, 2012. The PSTA Chair and others also went on the tour to view what Miami has accomplished.

The concept for the Miami Intermodal Center was conceived in the 1980s. The Dade County Aviation Department developed an Airport Survival Plan and other strategies to relieve congestion at Miami International Airport (MIA). Most of the congestion at the airport has been accomplished by moving the rental cars out. Construction began in 2001. There is a transportation hub for the South Florida region. The MIC is the first program of its kind undertaken by FDOT. Major partners/stakeholders include USDOT, Miami-Dade County and its transportation agencies, MDX and SFRTA. The program goals were to provide real connectivity between all modes of transportation in South Florida and improve connections to major highways and de-congest roads leading to the county's number one economic generator (MIA). They also have managed lanes, and a tri-rail system.

Major components of the current \$2.0 billion program:

2003	Right of way program/acquisitions
2008	Roadway improvements program
2010	Rental car center
2011	MIA mover
2013	Miami Central Station (Under Construction)

Joint Development (currently under review)

The Right of Way Program, Area 1, took place in 2002. 33 parcels of land were acquired for construction of the Rental Car Center and MIC Terminal Access Roadways. In 2003, Area 2 acquired 20 parcels of land for Le Jeune Road reconstruction and Area 3 acquired the final 28 parcels of land for future construction of the Miami Central Station. Total was 141 total acres.

With the Roadway Improvements Program FDOT reconstructed the roadway system. The total cost was \$187 million: \$13 million for design, \$157 million for construction, \$17 million for CEI, and MDX contributed to the Right of Way acquisition.

The Rental Car Center cost \$395 million and opened for operations on July 13, 2012. The Center is 3.4 million square feet with four levels, each level is 20 acres. There are 16 rental companies at the Center and it is the second largest in the U.S. with a 6,500 car capacity. There is a ready/return car area, a fleet storage/staging area, and has the first multi-level fueling system in the U.S. The Center also has a quick turnaround area with 120 fuel positions and 42 was bays.

The Miami Central Station/Regional Transportation Hub is the rail hub for Amtrak Metrorail, and has provisions for future high-speed rail and intercity rail. It is currently under construction. Accommodations for the new span from Orlando (by I-95) are included to connect this system to the airport. The Hub also has a bus depot for Greyhound, MDT bus service and other courtesy buses, as well as taxis, private automobiles, bicycles and pedestrians. The cost for the Miami Central Station will open in late 2013 at a cost of \$152 million. It is a 16.5 acre site and enhances South Florida as a marketplace for goods and ideas. It will also expand South Florida as a destination in travel and the tourism industry.

The Ground Transportation Center has a bicycle locker facility, a police station and an intercity bus terminal.

The Metrorail MIA Station cost \$506 million and is a 2.4 mile extension of the Metrorail from the Earlington Heights Station to MIC. It was built by Miami-Dade Transit with a \$101.3 million contribution from FDOT. Construction began May 1, 2009 and opened July 28, 2012.

Currently under review The Miami Intermodal Center will also have on an 8.5 acre site a hotel/conference center, office space, retail and entertainment, restaurants, and parking to leverage its location as a connection to the transportation hub. Joint development objectives are to generate revenue for transportation purposes, including existing MIC related debt repayment; effectively integrate Transportation oriented development (TOD) at the MIC; and, create area-wide economic development opportunities.

The total MIC program cost breakdown is as follows:

- Right of Way & Environmental \$339 million
- Miami Central Station \$722 million
- Roadway Improvements \$187 million

• MIA Mover	\$270 million
• Rental Car Center	\$395 million
• Program contingency & other costs	\$110 million
TOTAL COST	\$2 billion

Note: Miami Central Station cost of \$722 million includes FDOT programmed cost of \$518 million for Metrorail Airport Link and \$52 million for MIA Mover MIC Station.

Innovative Financing was applied for the MIC. They were awarded \$433 million in TIFIA loans in 1999, \$164 million for the RCC which was later increased to \$270 million; a FDOT loan for \$269 million for other major program elements which was paid in draws of \$15 million and replaced with a 0% interest FDOT State Transportation Trust Fund loan. State Infrastructure Bank Loans (SIB) awarded the MIC three loans totaling \$67 million. \$22 million in initial SIB loan proceeds were used for the early components of Central Station, RCC construction costs, and the mIA Mover Station at the MIC. \$45 million in proceeds from two additional SIB loans resulted in accelerating completion of the Central Station by nearly five years.

The Major Funding Sources were: TIFIA loans; County/Miami-Dade Aviation Department contributions, Transportation funding prioritized by the Miami-Dade MPO, the Miami-Dade Expressway Authority contributed, Private sector contributions (revenues from customer facility charges, leases and contingent rent), and FDOT State Infrastructure Bank loan.

The Port of Miami Tunnel will provide a direct connection between the seaport, airport and the interstate highway system. It will maintain Port Miami as the county's second leading economic generator and will relieve congested downtown Miami streets of Port passenger and cargo traffic, improving safety as trucks also traverse areas of pedestrian activity. The Tunnel will also facilitate ongoing and future development plans in and around downtown Miami.

The scope of work includes MacArthur Causeway bridge widening, shifting of the eastbound MacArthur Causeway, building the twin tunnels, and modification of the Dodge Island Roadway system. One tunnel has been completed and the other tunnel is currently being constructed.

Public Funding Partners contributed funds:

- FDOT - 50% of capital cost
- Miami-Dade County \$402.5 million (including right-of-way costs)
- City of Miami - \$50 million (including right-of-way costs)
- and, FDOT fully funding Tunnel Operations & Maintenance from statewide maintenance funds.

Construction costs are \$607 million.

The Tunnel Boring Machine (TBM) was manufactured in Germany, with an approximate cost of \$45 million. The cutter head rotates and bores out the underground area and the excavated material is carried back on a conveyor belt and deposited outside the tunnel entrance. Once the TBM moves

forward it installs a precast concrete liner in place which becomes the finished wall of the tunnel. Once the liner is in place, grout is pumped into the space between the liner and the excavated area to seal the tunnel in place. The TBM operates 24 hours a day, 7 days a week, with 20 hours a day of production - alternating between mining and ring building. 4 hours a day are dedicated to maintenance. The TBM began cutting into the ground on November 11, 2011 and the first permanent ring was installed on November 18, 2011.

A dedicated facility was built for the project at the Cemex Plant in Sweetwater (Miami-Dade County). Over 8,800 of the 12,000 concrete segments required have been produced to date. The segments are 2 feet thick, 5 feet/7 inches wide, 14 feet/6 inches long, and weigh 13 tons. The tunnels are approximately 4200 feet long, +40 feet under the bottom of Government Cut, and approximately 120 feet below the surface at the deepest point with a 5% grade. The tunnel has two 12 foot travel lanes, with 2 feet/6 inch shoulders on both sides. There is a 2 foot/2 inch maintenance walkway in each tunnel. The internal diameter of the tunnel is 37 feet and the spacing between the tunnels varies from 21 feet to 60 feet. There are 745 rings for the length of the bored tunnel of 4,186 linear feet. The TBM breakout occurred in July 2012 on Dodge Island. They are now tunneling back in the other direction. The Watson Island Tunnel Portal structure houses the flood gates which come down in the event of a storm to prevent flooding of the tunnels.

The project was structured as a P3 (public/private partnerships). The concessionaire will design, build, finance, operate and maintain the tunnel for 35 years and at the end of that period it will go over to the Port Authority for control. There will be no tolls, unlike other p3s delivered elsewhere. The concessionaire is compensated through milestone payments during the construction period and the availability payments during the operating period. The concessionaire financial plan includes a TIFIA loan of \$381 million which includes accrued interest. FDOT coordinated with FHWA to have all contract documents reviewed and submitted a project management plan for approval. FDOT obtained National Highway System Funds in the amount of \$192.5 million to fund a portion of the milestones and final acceptance payment.

Councilman Newton stated that it is important to work together to improve all of our assets and amenities in our region. Without that we would not secure any of that type of funding. We have a lot of challenges here with transportation, our major league sports and we have to get together and try to get some of this federal funding. The majority of these projects were funded with federal money that was matched.

For additional information and project videos: www.portofmiamitunnel.com

Questions and Comments:

Ms. Todd:

In our Council materials there is a letter to Representative Will Weatherford regarding the consolidation study (PSTA/HART) and the different options as to whether they work independently or together or consolidate in certain areas. Where are you now in that study? Have you gotten to any kind of a decision?

Councilman Newton:

We came together with HART and it was daunting because you have a lot of politics on the HART side. They have a lot of gubernatorial

appointees on that board versus having elected officials on the PSTA and 2 or 3 appointed officials. There is a lot of push-back. They want to continue to do things the way they have been doing them. The City of St. Petersburg has the Dali and Clearwater has the big aquarium and we have to support each other. You have all of these things in our region to attract more people and for more jobs. Transportation is a huge part of that. We have to find a way that is un-obstructive and dedicated to move people from A to B.

- Mr. Schock: Were there any concerns over the public/private partnerships and the available partner banks or all Florida banks? And when they say U.S. Banks, were any concerns raised then?
- Councilman Newton: There probably was early on, but if you look at the dates our economy was in the tanks during that time and they weren't able to do an investment of that magnitude. Time was of the essence.
- Council Member DiPolito: I wanted to add that I was also on that tour and I don't think, when you bring up public/private partnerships that is a strong presence. I don't believe that Representative Mica, as he talked about banking, I don't think that area was very concerned with the core of banking. They knew that when they got the project started and they were moving forward, the banking industry would all come together, either local or foreign banking. It was interesting because I think as we go into the future as a region we need to understand to work together and understand that there are a lot of public/private partnership initiatives and projects that are going to be happening here in our region as a whole.
- Councilman Newton: The St. Pete Honda Grand Prix starts on March 22nd.
- Mr. Nunez: There is an initiative for the Tampa Airport.
- Mr. Farah: We are working on something similar to Miami. FDOT is working with Tampa Airport staff on the southern edge of the airport by Spruce. There will be parking at that location for the rental cars, and a place for the bus line and the BRT (bus rapid transit). There will be a people mover. We did the Feasibility Study and we found out that it would be possible to have the station close to 275 by the Westshore area. That would be the regional station, similar to Miami. Once you build that station, you connect that with the people mover to the station inside the airport. From that station by 275 we were keeping an area for some type of either BRT and in the future would be some type of rail. We are in the beginning of the process, but it is a similar idea of what's happening down south.
- Mr. Nunez: So it's not just in Miami, our local district is also in the process of the latest solutions to the traffic issues. There are a lot of tools in the toolbox.
- Councilman Newton: PSTA is experimenting with BRT services from the airport to the beaches.
- Mr. Farah: TIA hopes to have the Intermodal System by 2016. They need to secure the construction funding.

Commissioner Long: I thought the members of the board might be interested in hearing a presentation that Joe Lopano made to the county commission a few weeks ago about the upgrades at the airport. In listening to the plans it is exciting and rejuvenated the county commission in terms of our commitment to putting the transit issue on the referendum. Interestingly enough the people in Hillsborough started to move off the dime and start thinking they may be left behind if they don't follow what's going on in Pinellas. I'm hoping that with some leadership and forward movement that we will be able to make this a regional issue, hence, if you remember last month I suggested that the Tampa Bay RPC might want to take a position on what we're doing simply because with respect to numbers, and all of us on this board are leaders in some way or another in our communities.

Councilman Newton: If that's a motion, I second it.

Mr. Pumariega: We have already extended an invitation to Joe Lopano. He was tied up so we have scheduled him for the June or August meeting.

Presentations provided at Council meetings can be found at:
www.tbrpc.org/council_members/council_presentations.shtml

8. Program Reports

A. Agency on Bay Management (ABM) – Chair, Mayor Minning

The Agency's Natural Resources/Environmental Impact Review Committee will meet this Thursday, March 14th, at 9:00 a.m. and all were invited to attend.

On the agenda will be several interesting items:

- The proposed Easter Mitigation Bank, 1 100-acre area of Coopers Bayou in Old Tampa Bay where Clearwater Christian College plans hydrological improvements to enhance the mangrove community.
- Presentations by staff of Hillsborough, Pasco and Pinellas counties regarding the use of boat registration revenues.
- A report by Mr. Milan Mora of the US Army Corps of Engineers on federal navigation projects, both new and recurring, within Tampa Bay.

The full Agency will meet on April 11th.

B. Clearinghouse Review Committee (CRC) - No Report

C. Local Emergency Planning Committee (LEPC) – No Report

D. Emergency Management - No Report

E. Legislative Committee - Vice Chair Nunez

In your folder we have provided the FRCA Summary of the recent legislative meeting along with

a bill tracking report.

A few bills of interest include:

HB 357 and SB 582: Establishes the Manufacturing Competitiveness Act; authorizes local governments to establish a local manufacturing development program that provides for master development approval for certain sites; requires the Florida Department of Economic Opportunity to develop a model ordinance containing specified information and provisions; requires the Department, in cooperation with participating agencies, to establish a manufacturing development coordinated approval process.

HB 85 and SB 84: relating to public/private partnerships. This proposed legislation is relating to the construction of improvements by private entities of facilities used predominantly for a public purpose. Provides for comprehensive agreements between a public and a private entity. It includes a stipulation for financing services and applicability of sovereign immunity for public entities with respect to qualified projects.

HB 579 and SB 560: Establishes requirements for natural gas fuel retailer licenses; provides for calculations for a motor fuel equivalent gallon and provides for the levy of the natural gas fuel tax. If it becomes law, it will be effective January 1, 2019.

Since our last meeting a few of us met with several legislators:

- Manny & Commissioner Black met with Representative Mike Fasano
- Commissioner Black met with Speaker of the House Will Weatherford
- Manny and Barbara Sheen Todd met with Representative Ed Hooper
- Manny had a phone conversation with Senator Latvala
- and, last week, Manny met with Senator Tom Lee's office in Tallahassee.

They all seem supportive of state funding for Regional Planning Councils.

Mr. Pumariega: If you come across any of the legislators, please talk to them about RPC funding. If you do please let me know so we can keep track.

Ms. Todd: On April 5th you will be receiving an invitation to come to a special reception for the Board of Directors of the National Councils for Science and Environment. They are coming to our area from all over the country. There will be 15-18 of them. They are very influential on policy regarding the environment. I will check with you to see if you would like to attend. It will be from 5:30 p.m. to 7:30 p.m. at the Carillon Hilton.

7. Council Member Comments

F. Regional Planning Advisory Committee (RPAC) - No Report

G. Economic Development - No Report

H. Regional Domestic Security Task Force (RDSTF) - No Report

Taken out of order:

9. Other Council Reports - None

10. Executive/Budget Committee Report – Chair Minning

The Executive Budget Committee met this morning prior to the Council Meeting to have a presentation on the FY2012 Annual Audit. The audit was approved this morning by the full Council under Agenda Item #2.

11. Chair’s Report

Since our last meeting, I have met with Manny and Staff, and we have developed the proposed letter which was included in your agenda packet. As we know, and as the letter points out, the Tampa Bay Regional Planning Council has been a leader in transit and transportation for many years, serving as a convener and facilitator.

Our recent Regional Collaboration Committee efforts have produced a report which included specific recommendations for improvements in transportation and transit throughout the region.

The Council has provided input through the years on Transportation Infrastructure Investment Strategies through the Strategic Regional Policy Plan and participation in the MPO’s Chair’s Coordinating Committee.

We have also had the responsibility for review and analysis of transportation impacts resulting from new and expanded developments of regional impact.

The Council is a party to an agreement with the region’s four MPOs that requires us to review the long range transportation plans and transportation improvement plans developed by the MPOs.

Also, between 2003 and 2007, and pre-dating the creation of TBARTA, the Council hosted a series of 9 meetings of the Regional Transit Roundtable.

And of course through our leadership, “One Bay” has formed a working group that is developing strategies to enhance transit oriented development as part of transit system development in our region.

But transportation is only one of our responsibilities. The Council and our staff have many other duties and areas of expertise. Concerning the development and operation of regional transportation systems, it is the Tampa Bay Regional Transportation Authority (TBARTA) that has the statutory authority and responsibility. TBARTA has developed a Regional Transportation Master Plan and has the authority to

develop and operate regional transportation systems, including toll roads, managed lanes, rail systems and bus systems.

Last session, the legislature asked TBARTA to facilitate discussions between HART and PSTA on ways to improve bus service between Hillsborough and Pinellas Counties. We have in our packet the report that was prepared, as well as separate statements from HART, PSTA and TBARTA. All of that information has been sent to Tallahassee for the Legislature to decide on the next step.

I suggest that the Council offer our assistance to the agencies involved as well as the Legislature, by performing our traditional role as facilitator and convener. The letter we have prepared extends that offer.

I think what is going to happen now is to see how the legislature comes together on this issue and I still think it behooves the RPC to extend that invite and to keep that offer in front of the different agencies. If we can play a role in facilitating this I think that's what we should be doing.

That's an update of what has been done.

Questions & Comments:

- Commissioner Long: Is it appropriate for the Chair or Mr. Pumariega to come to the PSTA, for example, and make that offer at a public meeting so that it's on the record and perhaps go before the HART board and do the same thing? And TBARTA? I think that would be the next step so the letter doesn't get lost in the shuffle of all of the activity.
- Chair Minning: I would endorse that.
- Commissioner Long: I would think that strategically that would be wise.
- Chair Minning: Does the Council think that is appropriate? Motion carried (Todd/DiPolito).
- Councilman Newton: We're constantly struggling with the governor as far as funding for the RPC, but at the same time it shows that we are involved in every aspect of what is happening in this region. What I thought was great about it was this is something they did, unfunded albeit, we got it done and we are sending out our recommendation letter. I thought that would be great and then I totally agree with presenting to TBARTA, PSTA and HART. It's regional. It's not just St. Pete.
- Commissioner Long: Do you and Mr. Pumariega go to Tallahassee during the sessions?
- Mr. Pumariega: I go once a month for meetings during the legislative session.
- Commissioner Long: I would suggest that you might want to schedule a meeting with Senator Latvala and Representative Ahern on the house side who are Chair and Vice Chair of the delegation this year, just to re-emphasis and follow up on this letter. It kind of puts it in the forefront of their brain that the TBRPC stands ready to lead on this initiative and be a leader in this region. It does say "regional planning council" for a reason.
- Mr. Pumariega: When I had a telephone conversation with Senator Latvala I made him aware that we would be discussing this issue at the Council meeting today and that we would get back to him.

Councilman Newton: Senator Latvala also offered additional funding that he would put in there, he offered that up at one of our joint meetings for those studies. He was the one who initially put TBARTA in there.

Chair Minning: We have a motion, all in favor. Motion carried.

Taken out of order:

6. InVision Tampa

Mr. Randy Goers provided an update on the corridor Master Plan for the primary transit corridor and a downtown area conceptual Master Plan for the urban core.

We received a grant from the U.S. Department of Housing and Urban Development of \$1.2 million to start this planning effort for our Center City and for a corridor Master Plan. The plans will establish priorities for the future and provide a road map to stimulate economic development and make the central city a desirable place while preserving historic districts and neighborhood character. We started the process about a year ago with an aggressive outreach. We held four large community meetings. The consultants brought in experts from around the country with experience in development. We invited the community to participate in the dialogue. We also held charrettes where consultants met with residents and walked the streets. The residents pointed out things they liked about their neighborhood and things they would like to see changed. We held workshops following that and talked about visioning for each of the areas. We also gave cameras to participants and had them take pictures. We had about 900 pictures that showed what was important to folks and the community. We also used various social media. There was some apprehension about jumping in to social media, mostly because once you open the door and ask people what they think you have to be ready for everything they say. Using social media also allowed for people who could not attend the workshops to participate and to have their input. All of this information was brought together in an Issues & Opportunities Report, which is on-line. You can go through the Report and trace back to meetings and comments that people made. It really is a community plan and citizen themes lead to planning concepts.

The Plan will focus on changing the nature of downtown. In 1948 downtown was a small central core surrounded by low level development. By 1960 it had expanded a little, and the question was, how do we strengthen our Central Business District? How do you promote congress? How do you get people into the district? By 1963 the Interstate was starting to come in and that opened a different set of questions about how to get people into the activity centers? By 1992 downtown was basically an office center opened from 8 a.m. to 5 p.m. The big question then was, how do we get people in and out of downtown quickly? In 1992 downtown is still basically a warehouse. Harbor Island is only about 5 years old. Nothing in the Channel District. The question then was, how do we serve multiple needs? Fast forward 22 years and you see a multi-faceted urban core with people living in the city, there is an employment center and an entertainment center. Now the question is, how do we serve all of these multi-faceted uses? How do we get people in and out, how do we get people to stay, how do we serve the people who live there? It's a much different downtown. The problem is that our decisions are still based on the downtown of 20 years ago. We are still trying to figure out how to get people in and out of our downtown quickly. The Plan is about trying to create changes for the future. Urban cores are changing not only in Tampa, but all around the country. People want to live, work and have things to do downtown. Our decisions have to start catching up to where we think things are going to go in the future. We see the north part of downtown drastically changing from where it is today. Everything today needs to be connected to the river and we need to build a northern downtown village. The south downtown area is more of an entertainment area, picking up the things from Channelside and the Forum. We have five or six big sites in the downtown area. Sites with over 100 acres: The Heights project along the river, our Housing Authority is getting ready to develop a plan for redevelopment of the North Blvd. Homes on the west side of the river. They are looking at a site with a public/private partnership with the city with over 120 acres looking at a redevelopment plan. Robles Park to the north, Tampa Park Apartments and North

Hyde Park. There are a lot of redevelopment pressures from the University of Tampa and Tampa General, as well as the private sector. What this means is that we have the opportunity to see even bigger change in the future. These are sites that have few property owners, they control a lot more if we make things happen with mixed use villages that connect to the urban core that will create a much different center city than we have today. The vision for the future is that Center City Tampa will be a community of livable places, that will connect people and provide a collaborative progress.

We have five (5) building blocks. Building Block 1 is a re-imagined and refocused river and waterfront rather than having vacant land that you can't get to. With Building Block 2 we want to create a strong city center neighborhoods that can be connected to each other with the kind of environment that fosters people connecting with each other. Building Block 3 will provide a downtown core with a vital mix of uses and a strong pedestrian environment. The south part of downtown should be a street that celebrates the entrance into the Forum but very few people would think that right now. There is a concept in looking at these entryways to the major activity areas and to try and create the kind of place that celebrates the experience. A model for streets in downtown would include street trees, lighting, furnishings, landscape planters, broad sidewalks, on-street parking, bicycle lanes, narrow travel lanes with textured turn lanes, and have a street presence from buildings. The idea for the street is to re-balance, to serve multiple needs, and to have a certain amount of space for a bike lane, parking, landscaping, etc. We will be able to do this by communicating to the private sector the kind of development we are looking for. We also started looking at the capacity of a street. The "street" is cars, buildings, people, the public realm. We asked ourselves, what is the function of that street? Building Block 4 are livable transportation connections between neighborhoods and downtown area. The streets are primarily designed for cars and we can create connections. Some of our improvements don't have to be dramatic. Other opportunities exist to create destination points. Many needed elements for a healthy Tampa Street and Florida Avenue corridor are already present and the Tampa Heights neighborhood is showing promising signs. One-way streets are unbalanced towards commuting vehicles, detracting from the safety of walking, biking, and taking transit. Florida Street has been a commercial street and our consultants felt there could be changes made in terms of making it a two lane perspective and turn it back to its historical commercial street. Tampa Street is a historical residential street and it could be turned back into a historical residential street by creating a lush tree lined, slow speed environment for pedestrians and cyclists in concert with neighborhood character. Our streets have been designed to serve the downtown 40 years ago and we are trying to look at our downtown 40 years from today. Downtown will have more people living there and more people interacting there so we have to have streets that are designed for all those different purposes.

An exciting recommendation is the East-West Green Spine. The model for this program is the Indianapolis Cultural Trail which has provided access, beauty, and property value enhancement along their corridor. In Tampa, the Green Spine should become a recreational armature as significant as Riverwalk. We are hoping to create the same type of thing as Indianapolis leaving from the Armory on the west side right into the center of downtown and up into Ybor City. If you are a casual bicyclist you don't really get out onto Tampa streets. A separated bike trail allows people to get out and go biking. Two things we heard a lot about in our public meetings are better connections to the river and better connections to other neighborhoods. We think this is one recommendation that would respond to that.

Cross River Transit. Tampa and the larger community are evaluating many alternatives to address transit and alternative access within and around Center City, as well as the region. This includes current rubber tire trolley, streetcar, bus / rapid transit technologies, along with future vision towards regional light rail, commuter rail and statewide high speed rail. Each of these relates to linking specific scales of plane and providing an alternative to specific types of trips. One of the key attributes of viable urban development is accessible transit and a key attribute of viable transit is places of dense activity that link origins such as residential to destinations, such as jobs. We are moving forward on the implementation phase. The

Design has been completed and we are looking at projects that will implement the Vision Plan.

Questions & Comments:

- Councilman Newton: I saw on one of your renderings people riding bicycles between cars. In St. Pete we keep them close to the curb for safety.
- Mr. Goers: We will separate them as much as we can.
- Councilwoman Wilkeson: Is the Issues and Opportunities Report available on-line? I know when I first started working in Tampa in 1995 the Riverwalk was just a dream and you are actually close to having that finished now, are we not?
- Mr. Goers: Yes. The Riverwalk from Channelside to Water Works Park should be finished by the end of next year (2014).
- Councilwoman Wilkeson: Wasn't there a tenant recently named for the Water Works building?
- Mr. Goers: The Columbia Restaurant. I'm not sure if it's the Water Works building itself. We do have a couple of different proposals. They do have a restaurant moving in near that.
- Councilwoman Wilkeson: Currently there are about 7,000 residents in the downtown corridor in residential buildings and I heard recently at a Tampa Downtown Partnership event that there are 115 restaurants within that area. When do you see that critical mass? For example, they don't even have a grocery store downtown yet, so where is that critical mass where we get to that place where urban living starts to make sense?
- Mr. Goers: It's pretty close, sometime in the next year there should be some sort of a breakthrough. There are small, tiny convenience stores. The residents can have their basic necessities. They are talking about doubling their size and moving into a larger space. It shows that someone took the risk of creating that kind of use and now they are thinking of doubling their size. We're still talking about a grocery store and trying to figure out the right location. We are hopeful that within the next several months.
- Mr. Pressman: I would like to make the board members aware that the SWFWMD Agency has spent the last ten years working on the Hillsborough River and it has been dramatically improved. It is a very intensive combination of efforts. Temple Terrace has been very involved, Friends of the River has been involved. Currently, and for the last couple of years the flow has been almost doubled. The flow is important on the Hillsborough River because the river has two major problems: Nitrogen buildup and dissolved oxygens. The combination of these people working together and the scientists at the Districts have increased the flow to 13 million gallons per day and that depends upon the year because the dam feeds the river. The projects have included new additions of water to the river while, what's called the "blue sink" - streams and sulfur which is adding more pollutants. I do want to make the members aware that there have been a lot of improvements made. The river is far more healthy than its ever been. There are more seagrasses and marine life, plus less dissolved oxygen and nitrogen. It has been a big win and its been a lot of effort by a lot of people.

Councilman Newton:

Are these new additions to Riverwalk connecting?

Mr. Goers:

The projects that are proposed all connect to Riverwalk. There are two segments to the Riverwalk which will be under construction in the next 90 days. One from Curtis Hixon Park north to Waters Park and from Curtis Hixon Park underneath the Kennedy Street Bridge. The big part of the plan is connecting people to the river and we want to be able to extend its access to as many people as possible. We are trying to get people who live several blocks off the river and a couple of miles off the river feel that they can get to the river any time they want to. We are also looking at a Riverwalk trail on the west side of the river that would connect from Platt Street, the Plant part of the University of Tampa all the way around to Rick's on the River. We're hoping that would be a part of the planning effort that the Tampa Housing Authority is developing. Not too far in the future we would be able to walk on the east side and west side as well.

Councilman Newton:

As far as transportation from USF are you talking about BRT?

Mr. Goers:

I think they are looking at that in our corridor plan. It's a concept of looking at entryways into our nature activity area and try to create the kind of place that celebrates the experience. This would be a street during the day but at night it might be closed and allow people to wander out from the Forum and do other creative things. The consultant recommended a very aggressive move toward complete streets, designed for everybody and for the right purpose. It's appropriate for cars, a person riding their bike should feel that it belongs to them, as well as pedestrians. There will be a certain amount of space for a bike lane, for parking, for browsing, and for landscaping. When we are ready to do this we are going to communicate to the private sector the kind of development that we are looking for. We want connections between our neighborhoods and the street is currently designed for cars. We will create Grand Blvd. and celebrate the connection back and forth. Some of our improvements don't have to be so dramatic.

Council Member Langford:

How do you address or how do you proceed in handling crime? For example, the homeless and other types of criminal activity.

Mr. Goers:

The plan didn't include discussion on crime. They left that to the other entities. The city and the police department will come up with a combination of supporting those that need help and enforcement for those who are just causing problems.

Commissioner Mariano:

I recently saw your presentation at a TBARTA meeting. This is a very impressive program. One of the key sentences that you keep saying is, how do we get people into downtown quickly? I'm from the Boston area and if you are going to see a sports event you would take the train. You wouldn't drive your car into the city, but we all considered ourselves from Boston. My question to you is, after that initial statement someone came up to me after the TBARTA meeting and said, in Pasco County it's hard for us to get down there (to Tampa) with the driving and once they get to Tampa it's hard to hang around. To keep people in the city more, if there was a way that you could get folks in and out it would be a lot better and Pasco County would be a prime market for you. Right before U.S. 41, driving along 52, there is a rail

line. In the 21 years that I've lived here I have never seen a train running on that rail line. From what I understand, CSX owns that rail line and they are looking to sell it to the right buyer. The rail line runs all the way through Pinellas County, etc. That first section would be \$2 to \$10 million and if we could actually buy it we could convert it into a commuter. I'm assuming that later on you could run up to Hernando and Citrus, etc. You could have a whole stream running down and from what I understand, that rail line ends one block away from the Forum. Have you looked at doing a study or reaching out to this Council to do a study on the viability? Or even TBARTA.

Mr. Goers:

I don't know if that's been looked at. In the last five years Hillsborough County has tried to move the transit discussion over. Part of the consensus on different routes and how to fund it is something that the tax payers have to accept. The discussion is turning back to how can we create a mechanism to build a system like that. Even if we had the funding today to build a system, the system really wouldn't be operable for 7-12 years. For us to boost our downtown to the next level we have to figure out how to make the bus system as effective as possible. And how do we do some of these other ideas? You brought up the idea that if we were able to create a way that entertainment centers for a concert or whatever, if there was a bus that went up to Pasco County and other areas and picked up people and brought them back and forth you would have more people that would want to stay. Maybe an idea is for the business community to look at funding those kind of options. I know of other cities and restaurants that do that to make it easier for patrons to come down and spend time at their place. That is an excellent idea to look outside of the traditional way of transit and figure out ways for more economic development. The comment about getting people in and out of town quickly is really about trying to broaden our view. We are also considering the people who live there. The idea is how do we make our streets much more attractive and useful for the people that live there? That means changing the streets a little bit, and getting people on buses and all those kinds of things.

Commissioner Mariano:

As a county we reach out to you to see what can we do to work with you. I have to think that regionally it is a good plan because if you saw the presentation Pasco County had along the 54/56 corridor, both are spending about \$1 billion trying to do a public/private partnership and one of the key things that I think is in there is getting traffic off local 41 because all the traffic from the south in the afternoon has 2-3 light sequences before you can make a left turn to get back to 54. So as far as a partner, Pasco County would look at this closely with you and try to approach this and get it done and funded. In the long term plan we could be stronger regionally and it would help your bus system as well.

Councilman Newton:

My brother in law lives in Pasco County and he used to drive back and forth to downtown. But you currently have a park and ride and he takes that. He was spending about \$300 a month just driving back and forth. Now he does the park and ride to downtown Tampa and it's about \$30 a month. So you do have a line that is already going and you might want to look at expanding it. And about public partnerships, our CAT (Central Avenue Trolley) is funded by downtown partnerships. CAT goes from the Pier out to the Gulf, at Pass A Grille and St. Pete Beach.

The rationale is to get them down there to spend money. It used to be a \$60 taxi ride from the beach to the Dali.

Commissioner Mariano:

That's great for getting people back and forth, but how long does it really run? I don't think it runs all the way til 11 p.m. or midnight.

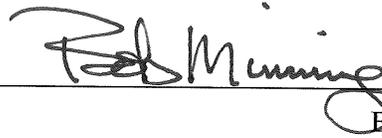
Councilman Newton:

You were talking about reaching out and I'm saying that's what this is, funded by private partners and its already running. That's what I'm getting at.

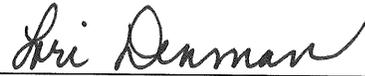
12. Executive Director's Report

The FRCA Accomplishment Report for last month is in your Council folder. We will attempt to set up the meetings in Tallahassee as requested.

Adjournment: 11:29 a.m.



Bob Minning, Chair



Lori Denman, Recording Secretary